

IV. ISSUES AND RECOMMENDED IMPROVEMENTS

Through field work, assessment of existing conditions data and meetings with area residents, the Study Team compiled a comprehensive list of transportation issues and suggested improvements for the entire study area. These issues represent the most pressing concerns and needs for improving safety and transportation operations in the Study Area.

This section of the reports presents each identified transportation issue, listed by roadway, and then by intersection. They are presented as follows:

- Issue – states the concern, problem or need for improvement.
- Preliminary Suggestion(s) – various solutions that could potentially address the issue. This section includes a description of all the short-term and long-term improvements considered in the evaluation. Based on the evaluation of alternatives, some of the preliminary suggestions were not recommended for implementation.
- Discussion – analysis and evaluation parameters.
- Recommendations – improvements to be implemented.

Locations where issues were identified are shown in Figure 31. Table 10 presents a discussion of existing transportation issues and recommended improvements throughout the study area.

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31. *Existing Transportation Issue Locations*

Table 10 -Transportation Issues and Improvements

Location		Issue	Recommendations	Discussion
Area-Wide				
1)		A. Truck route restriction violations	<u>Preliminary Suggestion(s):</u> Increased enforcement <u>Final Recommendation(s):</u> Short-term: Implement the preliminary suggestion listed above.	Current truck restrictions are presented in Figure 32
		B. Traffic signal timings are not optimized	<u>Preliminary Suggestion(s):</u> Optimize signal timings <u>Final Recommendation(s):</u> Short-term: implement the preliminary suggestion listed above.	Appendix I provides signal timing recommendations for all signals to optimize traffic operations.
Connecticut Avenue				
2)	General	A. Evening (after 6:30 PM) congestion	<u>Preliminary Suggestion(s):</u> Prohibit Connecticut Avenue parking until 7:00 PM throughout the length of the reversible lane section of Connecticut Avenue. <u>Final Recommendation(s):</u> Short-term: implement the preliminary suggestion listed above.	Traffic levels are consistently high until 7:00 PM.
		B. Safety of reversible lane operation	<u>Preliminary Suggestion(s):</u> I. Implement a system of overhead lane control signals. II. Upgrade existing signing. III. Convert Connecticut Avenue operation to three lanes in each direction. Construct a center left turn lane, if possible. <u>Final Recommendation(s):</u> Long-term: Implement preliminary suggestion I above.	Appendix J presents a detailed evaluation of reversible lane operations.
		C. Pedestrian safety crossing Connecticut Avenue	<u>Preliminary Suggestion(s):</u> Increase the number of signs for the pedestrian underpass at the Van Ness Metro station, raising pedestrian awareness. <u>Final Recommendation(s):</u> Short-term: Implement the preliminary suggestions listed above.	This will reduce the number of pedestrian-vehicle conflicts at signalized intersections on Connecticut Avenue.

Table 10 (cont.) -Transportation Issues and Improvements

Location	Issue	Recommendations	Discussion
	D. Buses traveling on Connecticut Avenue cannot keep to their schedules because of traffic downtown.	<u>Preliminary Suggestion(s):</u> I. Run peak period shuttle bus service for WMATA routes L1, L2 and L4 between the Van Ness Metro station and Chevy Chase Circle.II. L1, L2, L4 shuttles should loop to and from Connecticut Avenue via Tilden Street, Reno Road and Van Ness Street. <u>Final Recommendation(s):</u> Short-term: Implement the preliminary suggestions listed above.	Current bus headways and downtown traffic congestion create extensive delays on these routes. These delays hinder ability to maintain schedules. No additional stops are recommended
	E. Pedestrian-vehicle conflicts on Connecticut Avenue	<u>Preliminary Suggestion(s):</u> I. Remove the damaged "Yield to Pedestrians while Turning" sign on the westbound approach of Tilden Street to Connecticut Avenue. II. Install "Yield to Pedestrians while Turning" signs at all signalized intersections on Connecticut Avenue. <u>Final Recommendation(s):</u> Short-term: implement the preliminary suggestions listed above.	These signs will increase pedestrian safety.
3) Connecticut Avenue and Tilden Street	A. Westbound traffic congestion	<u>Preliminary Suggestion(s):</u> I. Eliminate westbound parking on Tilden between the alley located east of Connecticut Avenue and Connecticut Avenue to create a right turn lane. Add westbound overlap for right turns. II. Construct 100' westbound left turn lane from median. <u>Final Recommendation(s):</u> Short-term: Implement preliminary suggestion I above. Long-term: Implement preliminary suggestion II above.	An eastbound overlap means that a green arrow will be provide for eastbound right turning vehicles. The green arrow will be displayed when northbound left/through/right Connecticut Avenue has a green indication. Pedestrian operations will not be affected. See Figure 33
	B. Difficult northbound left turns	<u>Preliminary Suggestion(s):</u> I. Provide northbound protected left-turn phase. <u>Final Recommendation(s):</u> Do not implement the preliminary suggestion listed above.	Northbound left turn volumes are not high enough to necessitate a protected phase.

Table 10 (cont.) -Transportation Issues and Improvements

Location		Issue	Recommendations	Discussion
		C. Condition of crosswalks	<u>Preliminary Suggestion(s):</u> I. Restripe east crosswalk across Tilden <u>Final Recommendation(s):</u> Short-Term: Implement the preliminary suggestion listed above.	
4)	Connecticut Avenue and Upton Street	Large number of accidents/difficult left turn maneuver	<u>Preliminary Suggestion(s):</u> I. Prohibit left turns from Upton to Connecticut at all times. <u>Final Recommendation(s):</u> Short-Term: Implement the preliminary suggestion listed above.	Left turns accounted for the highest percentage of accidents at this intersection between 1999 and 2001. Due to the low number of left turns, their prohibition is expected to have a negligible effect on traffic operations but a marked effect on safety.
5)	Connecticut Avenue and Van Ness Street	A. Speeding and congestion in the alley between Van Ness Street and Veazey Terrace	<u>Preliminary Suggestion(s):</u> I. Convert the alley to one-way southbound operation II. Convert alley to one-way southbound operation - convert the alley between Van Ness and Upton Streets to northbound operation. III. Convert alley to one-way northbound operation. Do not change the operation of the alley between Van Ness and Upton Streets. IV. Install speed humps <u>Final Recommendation(s):</u> Short-term: Implement preliminary suggestions I and IV listed above. Provide two-way access for vehicles from the loading dock north (see Figure 36).	See Table 10A for discussion of this issue.
		B. Pedestrian-vehicle conflicts due to large numbers of pedestrians crossing Van Ness Street and a large number of southbound right turns.	<u>Preliminary Suggestion(s):</u> I. Prohibit right turns on red from Connecticut to Van Ness at all times. II. Extend pedestrian times <u>Final Recommendation(s):</u> Short-term: implement preliminary suggestion I above.	Prohibiting right turns on red will improve pedestrian safety. Existing pedestrian times are adequate.
		C. Missing pavement markings	<u>Preliminary Suggestion(s):</u> Stripe eastbound Van Ness as left, through and right lanes. <u>Final Recommendation(s):</u> Short-term: Implement the preliminary suggestion listed above.	

Table 10 (cont.) -Transportation Issues and Improvements

Location	Issue	Recommendations	Discussion
	D. Vehicular congestion on eastbound Van Ness Street at Connecticut Avenue	<p>Preliminary Suggestion(s): I. Add eastbound overlap for right turns. Right turns will be protected when northbound Connecticut Avenue enters the advance green phase. II. Add eastbound protected left turn phase.</p> <p>Final Recommendation(s): Short-term: Implement the preliminary suggestions listed above.</p>	An eastbound overlap means that a green arrow will be provided for eastbound right turning vehicles. The green arrow will be displayed when northbound left/through/right Connecticut Avenue has a green indication. Pedestrian operations will not be affected.
	E. Southbound right turns affect southbound through traffic	<p>Preliminary Suggestion(s): Eliminate two parking spaces on southbound Connecticut Avenue to create a short right-turn lane.</p> <p>Final Recommendation(s): Short-term: Implement the preliminary suggestion listed above.</p>	This lane would only be active during non-peak periods and would serve to remove right turning traffic, which is often held up by crossing pedestrians, from the through lane. During peak periods, this curb lane is used as a travel lane.
	F. Difficulty making southbound left turns	<p>Preliminary Suggestion(s): Create protected left turn phase for southbound Connecticut Avenue at Van Ness Street.</p> <p>Final Recommendation(s): Do not implement the preliminary suggestion listed above.</p>	Southbound left turn volumes are not high enough to justify the installation of a protected left turn phase at this location. The implementation of a protected left turn phase would result in significant deterioration of traffic operation within the study area.
6)	Connecticut Avenue and Veazey Terrace	<p>Preliminary Suggestion(s): I. Extend pedestrian crossing times II. Replace pedestrian crossing sign on Veazey Terrace east of Connecticut Avenue. Restripe existing crosswalk.</p> <p>Final Recommendation(s): Short-term: implement the preliminary suggestions listed above.</p>	<p>Existing pedestrian times are adequate.</p> <p>Replacing the pedestrian crossing sign and crosswalk will enhance pedestrian safety.</p>

Table 10 (cont.) -Transportation Issues and Improvements

Location	Issue	Recommendations	Discussion
7) Connecticut Avenue and Windom Place	A. Congestion on Windom Place and Connecticut Avenue due to DC School District bus drop-off and pick-up for ETS and Rock Creek Academy.	<p>Preliminary Suggestion(s):</p> <p>I. Coordinate with ETS and Rock Creek Academy to arrange for off-site consolidation of students into fewer buses.</p> <p>II. AM operations should be allowed to continue on Windom Place.</p> <p>III. Reserve parking spaces in 4400 block of Connecticut Avenue during school dismissal hours so PM operations do not take place on Windom Place.</p> <p>Final Recommendation(s):</p> <p>Short-term: Implement the preliminary suggestions listed above.</p>	Remote student drop-off/pick-up will reduce pedestrian-vehicle conflicts on Windom place as well as reduce congestion on Windom Place and ct Avenue. Shoemaker Street is a suggested location for this activity. Coordination with the National Park Service would be necessary in order to use their parking lot located off Shoemaker Street. Another possible location is 36th Street between Reno Road and Warren Street.
	B. Pedestrian safety: inadequate crosswalks, missing pedestrian signals, lack of pedestrian phase in every cycle	<p>Preliminary Suggestion(s):</p> <p>I. Operate signal in max recall mode from 7:00 AM to 7:00 PM to ensure a pedestrian phase in every cycle.</p> <p>II. Install pedestrian pushbutton sign at button in northwest corner of intersection.</p> <p>III. Install pedestrian signals on the east side of the intersection.</p> <p>IV. Operate signals in pre-timed mode. Remove pedestrian pushbuttons.</p> <p>V. Restripe crosswalks across Windom Place.</p> <p>VI. Stripe crosswalk diagonally across the north side of Connecticut Avenue</p> <p>VII. Remove "no pedestrian crossing" signs from south side of intersection.</p> <p>VIII. Place crosswalk diagonally across the south side of Connecticut Avenue.</p> <p>Final Recommendation(s):</p> <p>Short-term: Implement preliminary suggestions III through VIII listed above.</p>	<p>Operating the signals in pre-timed mode means that pedestrian crossing indications will appear during every cycle, eliminating the need for pedestrian pushbuttons and ensuring a consistent amount of walk time on every cycle, thereby increasing safety.</p> <p>The combined walk/flashing don't walk time should be at least 26 seconds in order to cross Connecticut Avenue.</p> <p>See Figure 37</p>

Table 10 (cont.) -Transportation Issues and Improvements

Location	Issue	Recommendations	Discussion
	C. Signal coordination	<u>Preliminary Suggestion(s):</u> Reduce PM peak period signal offset by seven seconds. <u>Final Recommendation(s):</u> Short-term: Implement the preliminary suggestion listed above.	Signal coordination and traffic flow between Veazey Terrace and Windom Place will be improved.
	D. Confusing "No Parking" sign on Windom near Connecticut	<u>Preliminary Suggestion(s):</u> Replace with correct sign <u>Final Recommendation(s):</u> Short-term: Implement the preliminary suggestion listed above.	The arrow on this sign is facing in the wrong direction
8) Connecticut Avenue and Yuma Street	Actuated signal means that pedestrian walk indications are not present in every signal cycle.	<u>Preliminary Suggestion(s):</u> I. Operate signal in max recall mode from 7:00 AM to 7:00 PM to ensure a pedestrian phase in every cycle. II. Move newspaper boxes away from pedestrian pushbutton in southwest corner of intersection. III. Install pedestrian signals across Yuma Street. IV. Operate signals in pre-timed mode. Remove pedestrian pushbuttons. V. Re-stripe crosswalks and stop bars. <u>Final Recommendation(s):</u> Short-term: Implement preliminary suggestions III, IV and V listed above.	Operating the signals in pre-timed mode means that pedestrian crossing indications will appear during every cycle, eliminating the need for pedestrian pushbuttons and ensuring a consistent amount of walk time on every cycle, thereby increasing safety.

Table 10 (cont.) -Transportation Issues and Improvements

Location	Issue	Recommendations	Discussion
9) Connecticut Avenue and Albemarle Street	A. Congestion caused by car wash on southbound Connecticut between Albemarle and Yuma	<p>Preliminary Suggestion(s):</p> <p>I. Under the existing car wash configuration, coordinate with the Metropolitan Police Department to provide an officer to direct traffic during peak hours of operation and ensure that local and residential traffic is not blocked by car wash activity.</p> <p>II. Reverse the operation of the car wash and use the alleys behind and next to the car wash for queuing.</p> <p>III. Coordinate with the car wash owners to implement a new system where customers drop their cars off in the back of the carwash. Attendants would drive cars through the alley, turn right on Albemarle, right on Connecticut and finally right into the car wash.</p> <p>IV. Same as II, but use the alley behind the car wash in both directions, from Albemarle and Yuma Streets.</p> <p>Final Recommendation(s):</p> <p>Short-term: Implement preliminary suggestion I listed above.</p> <p>Long-term: Implement preliminary suggestion II listed above. Continue to provide an MPD officer to direct traffic during peak periods of operation.</p>	<p>The MPD officer would ensure that local and residential traffic is not blocked by car wash activity.</p> <p>Suggestion II would ensure that all queuing took place on the driveway between the car wash and Burger King and in the alley behind the car wash. Coordination with car wash owners will be needed to assess the feasibility of implementing this modification.</p>

Table 10 (cont.) -Transportation Issues and Improvements

Location	Issue	Recommendations	Discussion
	B. Cut-through traffic in the alley between Albemarle and Yuma Streets	<p><u>Preliminary Suggestion(s):</u> I. Repair damaged "one-way" sign on the south side of Yuma Street at the alley. II. Install a stop sign in the alley at Yuma Street. III. Repair the two damaged speed bumps in the alley.</p> <p><u>Final Recommendation(s):</u> Short-Term: Implement the preliminary suggestions listed above.</p>	
Reno Road			
10) Reno Road and Tilden Street/Springland Lane	A. Lack of sidewalks and disabled pedestrian access	<p><u>Preliminary Suggestion(s):</u> I. Replace existing crosswalk across Reno Road and associated pedestrian signal from the south side of Reno and Tilden to the north side of Reno and Springland. II. Construct ADA curb ramps on the north side of the intersection. III. Remove pedestrian pushbuttons. IV. Construct path on the west side of the island.</p> <p><u>Final Recommendation(s):</u> Short-Term: Implement preliminary suggestions I through III listed above. Long-term: Implement preliminary suggestion IV listed above.</p>	<p>The pushbutton is not necessary. Pedestrian indications are provided on every cycle.</p> <p>Neighborhood residential groups are planning to landscape the island and provide a meandering gravel sidewalk. All new pedestrian facilities should be ADA-compliant.</p>
	B. Striping	<p><u>Preliminary Suggestion(s):</u> Restripe pavement markings at intersection of Reno Road and Tilden Street, including the left lane approach of Tilden Street to Reno Road.</p> <p><u>Final Recommendation(s):</u> Short-term: implement the preliminary suggestion listed above.</p>	Current markings are confusing.

Table 10 (cont.) -Transportation Issues and Improvements

Location	Issue	Recommendations	Discussion
11) Reno Road between Tilden Street and Van Ness Street	Traffic operations and pavement striping	<p><u>Preliminary Suggestion(s):</u> Restripe pavement markings to make this section of Reno Road consistent with other sections of Reno (three lane cross-section with continuous center turning lane.)</p> <p><u>Final Recommendation(s):</u> Do not implement the preliminary suggestion listed above.</p>	This section of Reno Road contains its highest traffic volumes, with numerous turning movements at its intersections with Tilden and Van Ness Streets. Providing two lanes in each direction facilitates the high traffic and turning movement volumes.
12) Reno Road between Van Ness Street and Albemarle Street	A. Lack of parking. High traffic speeds.	<p><u>Preliminary Suggestion(s):</u> I. Remove continuous center lane and provide left turn lanes at intersections. II. Provide residential parking. III. Install additional speed limit signs. IV. Increased speed enforcement</p> <p><u>Final Recommendation(s):</u> Short-Term: Implement preliminary suggestions III and IV listed above.</p>	Portions of Reno Road north of Chevy Chase Parkway are one lane in each direction with one parking lane. Traffic volumes in the study area are substantially higher and necessitate the additional lane. High northbound speeds on Reno Road support the need for increased speed limit signage and enforcement.
	B. Lack of sidewalk on the west side of Reno Road.	<p><u>Preliminary Suggestion(s):</u> Construct sidewalk on west side of Reno Road between Tilden Street and Upton Street.</p> <p><u>Final Recommendation(s):</u> Long-term: Implement the preliminary suggestion listed above.</p>	Sidewalk construction at this location would be difficult, but feasible.
13) Reno Road and Upton Street	Pedestrian safety crossing Reno Road and lack of disabled pedestrian access	<p><u>Preliminary Suggestion(s):</u> I. Place crosswalk across Reno Road. II. Construct ADA curb ramps at each end of the crosswalk.</p> <p><u>Final Recommendation(s):</u> Short-Term: Implement the preliminary suggestion listed above.</p>	Curb ramps are necessary to comply with ADA regulations.

Table 10 (cont.) -Transportation Issues and Improvements

Location	Issue	Recommendations	Discussion
14) Reno Road and Van Ness Street	A. Riders boarding and alighting buses at this location have to cross a landscaped sidewalk buffer.	<p><u>Preliminary Suggestion(s):</u> Construct concrete pedestrian bus pad at bus stop in southeast corner of the intersection.</p> <p><u>Final Recommendation(s):</u> Short-Term: Implement the preliminary suggestion listed above.</p>	A concrete pedestrian bus pad will improve conditions at this bus stop.
	B. Signage	<p><u>Preliminary Suggestion(s):</u> Replace damaged "No Trucks" sign in northeast corner of the intersection.</p> <p><u>Final Recommendation(s):</u> Short-Term: Implement the preliminary suggestion listed above.</p>	
	C. Difficult left turns on all approaches	<p><u>Preliminary Suggestion(s):</u> I. Construct left turn lanes on Van Ness Street. II. Change signal timing to create protected left turn phases.</p> <p><u>Final Recommendation(s):</u> Do not implement either of the preliminary suggestions listed above.</p>	<p>While constructing left turns on Van Ness Street would improve traffic operations, the considerable parking impact and difficulty of constructing the additional lane within the existing Right-of-Way outweigh the benefits.</p> <p>Implementing a protected left turn phase for Reno Road traffic would have a negative impact on overall traffic operations at this intersection</p>

Table 10 (cont.) -Transportation Issues and Improvements

Location	Issue	Recommendations	Discussion
15) Reno Road and 36th Street	A. Speeding and cut-through traffic on northbound 36th Street between Reno Road and Yuma Street	<p>Preliminary Suggestion(s): I. Make 36th Street one-way southbound between Yuma Street and Reno Road. II. Close 36th Street between Reno Road and Warren Street. III. Construct two traffic chokers on the east side of the 4300 block of 36th Street. IV. Remove the rumble strips on 36th Street in front of Sheridan School. V. Coordinate with Sheridan School for morning drop-off to take place on the west side of 36th Street. VI. Install a stop-sign on 36th Street at Warren Street. VII. Construct a choker on 36th Street at Reno Road.</p> <p>Final Recommendation(s): Short-Term: Implement preliminary suggestions III - V and VII listed above. Long-term: Remove the proposed choker (see short-term recommendation) on 36th Street at Reno Road and implement preliminary suggestion II above.</p>	<p>Closing 36th Street will force traffic destined for the neighborhood between Reno Road and Connecticut Avenue (as well as cut-through traffic) to enter the neighborhood via one of the streets north of 36th Street. This will result in substantially lower speeds in the neighborhood and increase safety.</p> <p>See Table 10B for further discussion of this issue.</p>
	B. Frequent parking violations	<p>Preliminary Suggestion(s): Increase residential parking enforcement on 36th Street between Reno and Yuma.</p> <p>Final Recommendation(s): Short-term: Implement the preliminary suggestions listed above.</p>	<p>Increased parking enforcement will reduce the number of parking violations.</p>
Yuma Street			
16) General	No sidewalk on portions of the south side of Yuma Street	<p>Preliminary Suggestion(s): Construct sidewalk on south side of Yuma Street between the UDC driveway west of Connecticut Avenue and 35th Street.</p> <p>Final Recommendation(s): Short-term: Implement the preliminary suggestion listed above.</p>	<p>The design for an upgrade of Yuma Street is currently being completed by DDOT. Construction is expected to begin August 2003. New sidewalk will most likely be part of the roadway upgrades.</p>

Table 10 (cont.) -Transportation Issues and Improvements

Location	Issue	Recommendations	Discussion
17) Yuma and 35th Streets	A. Disabled pedestrian access	<u>Preliminary Suggestion(s):</u> Construct ADA curb ramps at the crosswalk on the east side of 35th Street. <u>Final Recommendation(s):</u> Implement the preliminary suggestions listed above.	Curb ramps are necessary to comply with ADA regulations.
	B. Signage	<u>Preliminary Suggestion(s):</u> I. Replace missing stop sign on 35th Street. II. Install all-way stop signs. <u>Final Recommendation(s):</u> Implement preliminary suggestion II listed above.	Preliminary analysis indicates that all-way stop warrants are met at this intersection.
18) Yuma and 36th Streets	Disabled pedestrian access	<u>Preliminary Suggestion(s):</u> I. Construct ADA curb ramps at the crosswalk on the south side of Yuma Street. II. Reconstruct ADA curb ramps on the north side of Yuma Street. <u>Final Recommendation(s):</u> Short-term: Implement the preliminary suggestions listed above.	Curb ramps are necessary to comply with ADA regulations.
Tilden Street			
19) Tilden Street and Sedgwick Street	A. Lack of crosswalks and lack of disabled pedestrian access	<u>Preliminary Suggestion(s):</u> I. Place crosswalks across Sedgwick Street and the east side of Tilden Street. II. Construct ADA curb ramp on Tilden Street in the northeast corner of the intersection. <u>Final Recommendation(s):</u> Short-term: Implement the preliminary suggestions listed above.	Two parking spaces west of the Intelsat driveway on Tilden Street will need to be eliminated in order to implement suggestion II.

Table 10 (cont.) -Transportation Issues and Improvements

Location		Issue	Recommendations	Discussion
		B. Signage	<p>Preliminary Suggestion(s): Replace damaged/misaligned "No Left Turn" sign on eastbound Tilden at Intelsat driveway</p> <p>Final Recommendation(s): Short-term: Implement the preliminary suggestions listed above.</p>	
Van Ness Street				
20)	Van Ness Street between Reno Road and Connecticut Avenue	A. The planter/barrier in front of the Israeli Embassy creates a vehicular safety hazard.	<p>Preliminary Suggestion(s): I. Place pavement marking taper tangent from curve on the south side of Van Ness to the corner of the planter/barrier in front of the Israeli Embassy. Add gore markings between the taper and the curb. Continue pavement marking from east side of planter to International Drive. II. Install a crash attenuator on the west side of the planter that fits the architectural characteristics of the embassy. III. Place yellow pavement taper extending west from the western end of the median on Van Ness Street in front of the Israeli embassy.</p> <p>Final Recommendation(s): Short-term: implement the preliminary suggestions listed above.</p>	Implementation of these measures will improve safety and will most likely need to be coordinated with the Israeli Embassy and/or State Department.
		B. Lack of pavement markings for left turn bays	<p>Preliminary Suggestion(s): Stripe left turn lanes on both approaches of Van Ness Street to both intersections with International Drive.</p> <p>Final Recommendation(s): Short-Term: implement the preliminary suggestion listed above.</p>	Marked left turn lanes will improve vehicular safety and traffic operations

Table 10 (cont.) -Transportation Issues and Improvements

Location	Issue	Recommendations	Discussion
	C. Crosswalks are in poor condition or are missing	Preliminary Suggestion(s): I. Restripe all existing crosswalks. II. Stripe crosswalk across the south side of International Drive at Van Ness Street. Final Recommendation(s): Short-term: implement the preliminary suggestions listed above.	Crosswalks will improve pedestrian safety
21) Van Ness Street and the UDC exit driveway	Unsafe exit maneuvers from the UDC driveway.	Preliminary Suggestion(s): I. Replace the existing mirror in the median of Van Ness Street with a larger mirror showing oncoming traffic in greater detail. II. Eliminate the two parking spaces on the north side of Van Ness Street closest to the UDC exit driveway. III. Install "Hidden Driveway" signs on eastbound and westbound Van Ness Street 150 feet before the exit driveway. IV. Consolidate driveway entrance and exit movements to the current entrance driveway opposite International Drive. Signalize the intersection if warrants are met. The current exit driveway would remain operational as an emergency or overflow driveway. Final Recommendation(s): Short-term: implement preliminary suggestions I - III listed above. Long-term: implement preliminary suggestion IV listed above.	Suggestions I - III will improve driver visibility and safety at the exit driveway. The long-term suggestion of consolidating driveway operations and signalizing the intersection with Van Ness Street will further improve operations and safety.
22) Van Ness Street east of Connecticut Avenue	Difficult emergency vehicle access on Van Ness east of Connecticut due to congestion	Preliminary Suggestion(s): I. Greater enforcement of parking regulations II. Install "No Double Parking" signs. III. Request that Bank of America place a sign on their building encouraging customers to use the parking garage on Veazey Terrace. Final Recommendation(s): Short-term: implement the preliminary suggestions listed above.	Bank of America customers often park illegally on Van Ness between Connecticut and the alley.